


NEW ADVERTISEMENTS



THEATRE ROYAL
CITY HALL, HONGKONG.
SATURDAY,
the 2nd July, 1887.
GRAND COMPLIMENTARY BENEFIT
tendered to
Miss LUCY FRASER
and
Miss MAY MELVILLE,
 which occasion will be produced for the
FIRST TIME IN HONGKONG
RANDP'S BIRTHDAY.
PART 2ND.
MUSICAL OLIO.
 which several well-known Local Amateurs
 will appear
 conclude with the funniest of all Irish
 Comedies.
"IRISH JUSTICE"
 Look out for particulars of Programme on
 Friday.
 or A. CATTANEO..... Musical Director
 and his kindly lent by Messrs. LANE, CRAW-
 & Co.
 Plan now open at Messrs. LANE, CRAW-
 & Co.
W. G. ALLEN,
Business Manager.
 Hongkong, 30th June, 1887. 1284
JOHN F. SHERIDAN, Esq.,
 Proprietor of the
FUN OF THE BRISTOL CO.
 SIR,
 On the eve of your departure for Europe,
 we have the pleasure to inform you that
 we are undesignated Members of your Company,
 and to tender you our thanks for your kindness
 and courtesy at all times during our pleasant
 visits and social associations.
 Wishing you a pleasant voyage and success
 in your undertakings,
 We beg to remain,
 Yours truly,
 ALF. HOLLAND.
 MARYET HAGAN.
 W. TREX.
 C. MORGAN.
 H. K. POLLOCK,
 "Business Manager"
 Leith, 29th June, 1887. 1286
GRAIGS INSURANCE COMPANY,
LIMITED.
GRAIGS FIRE INSURANCE COM-
PANY, LIMITED.
 The above Companies are prepared to

FIRE RISKS to all parts of the
 and on FIRE RISKS on all Foreign
 Insurance Houses, Golewas and their Containe
 Rates
 Contributor of Business to either Company
 or Shareholder or not, will participate in
 the return that the Company in General Meet-
 ings sanction.
 Rates and Particulars apply to
 JOHN ANDREW.
 Agent.
 Office Opposite the HONGKONG HOTEL,
 HONGKONG, 30th June, 1887. [1251
 STEAMSHIP COMPANY.
 THE LONDON, THE SURZ CANAL.
 E Company's Steamship
 "DARDANUS,"
 on Purday, will be despatched as above
 AT, the 30th June, Five o'clock.
 Freight or Passage apply to
 BUTTERFIELD & SWIRE, Agents,
 HONGKONG, 29th June, 1887. [1110
 STEAMSHIP COMPANY.
 LIMITED.
 SWATOW, AMOY, AND FOOCHEW.
 E Company's Steamship
 "HAIPHONG,"
 on S. Ashton, will be despatched for the
 Ports on SATURDAY, the 2nd July.
 ON:
 Freight or Passage, apply to
 DOUGLAS LAPRAIK & Co.,
 General Managers.
 HONGKONG, 30th June, 1887. [1259
 SWATOW, SINGAPORE, AND
 BANGKOK.

SHIP COMPANY, LIMITED.
E Company's Steamer

PHRA CHULA CHOM KLAO.
n A. Benson, will be despatched for the
Ports on SATURDAY, the 2nd of July,
FREE P.M.

Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Kong, 30th June, 1887. [1262

**CHONG & MANILA STEAMSHIP
COMPANY, LIMITED.**

FOR MANILA VIA AMOY.
E Company's Steamer

"ZAFIRO."
n Takot, will be despatched for the
Ports on SATURDAY, the 2nd July
FREE P.M.

Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Kong, 30th June, 1887. [1258

FOR BANGKOK DIRECT.

**SCOTTISH ORIENTAL STEAM-
SHIP COMPANY, LIMITED.**
E Company's Steamer

"TAICHIOW."
n J. Newton, will be despatched for the
Port on SUNDAY, the 3rd of July, at
Free P.M.

Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Kong, 30th June, 1887. [1273

FOR SANDAKAN.
n British Regatta

"BILLY SIMPSON."
Brown, will be despatched as above on
WEDNESDAY NEXT, the 6th July, at DAY.
Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hong, 29th June, 1887. 1256

ERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
SYDNEY, MELBOURNE, AND
ADELAIDE, VIA FOCHOV.
at PORT DARWIN, and taking through
to New Zealand, TASMANIA, &c.)
Steamship
"AIRLIE."
Edie, will be despatched for the above
on WEDNESDAY, the 6th July, at
DAY.
Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hong, 30th June, 1887. 1257

AN STEAMSHIP COMPANY.
LONDON VIA SUEZ CANAL.
Company's Steamship
"DEUCLION."
Asquith, will be despatched as above on
SAT. the 7th July.
Freight or Passage, apply to
INTERFERED & SWIRE,
Hong, 30th June, 1887.

Hongkong and China Bakery Company, Limited—\$20 per share.
 Perak Tin Mining and Smelting Company—\$20 per share.
 Pandion and Sanchai Tea and Tobacco Company, Limited—\$14 per share, fully paid up.
 Perak Sugar Cultivation Company—18 per share.
 Hongkong Rone Manufacturing Company, Limited—\$30 per share.
 Hongkong and Macao Glass Manufacturing Co., Limited—40 per cent. discount.
 A. S. Watson & Co., Limited—40 per cent. premium.
 Hongkong & Kowloon Wharf and Godown Co., Limited—38 per cent. premium.
 Singapore Insurance Company, Limited—\$18 per share.
 Chinese Imperial Loan of 1884 B—6 per cent. premium.
 Chinese Imperial Loan of 1884 C—8 per cent. premium, sales.
 Chinese Imperial Loan, 1886 B—5 per cent. premium, sales.
 Chinese Imperial Government 1885 Dollar Loan—3 per cent. premium.

HONGKONG TEMPERATURE.

(From Messrs. Macdonald & Co.'s Register.)

Barometer—P.M.	Thermometer—P.M.	Thermometer—A.M.	Thermometer—W.M.	Thermometer—M.M.	Thermometer—N.M.
29.93	79.0	76.0	77.0	78.0	79.0
29.94	79.0	76.0	77.0	78.0	79.0
29.95	79.0	76.0	77.0	78.0	79.0
29.96	79.0	76.0	77.0	78.0	79.0
29.97	79.0	76.0	77.0	78.0	79.0
29.98	79.0	76.0	77.0	78.0	79.0
29.99	79.0	76.0	77.0	78.0	79.0
30.00	79.0	76.0	77.0	78.0	79.0

CHINA COAST METEOROLOGICAL REGISTER.

26th June, 1887, at 4 P.M.

STATION	Barometer	Thermometer	Wind	Clouds	Remarks
Hongkong	29.93	79.0	W	1	
Shanghai	29.94	79.0	W	1	
Amoy	29.95	79.0	W	1	
Swatow	29.96	79.0	W	1	
Shantou	29.97	79.0	W	1	
Keelung	29.98	79.0	W	1	
Keelung	29.99	79.0	W	1	
Keelung	30.00	79.0	W	1	

26th June, 1887, at 10 A.M.

STATION	Barometer	Thermometer	Wind	Clouds	Remarks
Hongkong	29.93	79.0	W	1	
Shanghai	29.94	79.0	W	1	
Amoy	29.95	79.0	W	1	
Swatow	29.96	79.0	W	1	
Shantou	29.97	79.0	W	1	
Keelung	29.98	79.0	W	1	
Keelung	29.99	79.0	W	1	
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the normal incidence and influence of the Provincial Government was threatened; and stoppage of the trade meant to a large number of the Canton people loss of employment, discount, and want, and to the Government itself a loss of revenue. It was, in fact, the policy of the Hong merchants to degrade foreigners as much as possible in the eyes of the people, seeing that the greater the depressed state of the foreign residents, the less likely would they be to be involved. The same policy was pursued by the Provincial Government, who in this spirit made a practice of placing the outer walls of the factories with a view to the exclusion of the Hong merchants and Commodore to give the Hong merchants a lesson in civilization and to urge them to restrain their vicious instincts. Foreigners were not allowed the benefit of Chinese laws, but were treated merely by each other as the officials of the time being declared to be their will. Nevertheless, under the regime of the East India Company, many matters were of the whole possible enough. It is true that during the time of the Hong merchants' rule in the confinement of the thirteen factories, licensed to leave only three days in the month to visit the foreign gardens, and separated from their wives and families, but for the most part, the Hong merchants retired to the delights of Macao. It is true, too, that from time to time they were put to the inconvenience of being deprived of their chairs, bearers, or even their servants, and that they were always greeted with opposition from the populace; but a threat to stop the trade usually, and speedily, checked any too offensive demonstration. Further, the corruption of the authorities was a great source of safety to them, and they were not slow to use vigorous means to enforce what they maintained to be the law, when they could exact the privilege of allowing foreigners to break up large areas instead from their cramped and insecure quarters.

Such was the condition of affairs when Lord Napier arrived off Cheung in July, 1834, and such indeed, but without the checks which the influence of the Company imposed, it remained for some years. The point of the question, as it follows in detail Lord Napier's most unhappy fortunes at Canton. He was hampered by his instructions as contradictory or futile, that only political expediency or ignorance could excuse them. The point of the question, as it follows in detail Lord Napier's most unhappy fortunes at Canton. He was hampered by his instructions as contradictory or futile, that only political expediency or ignorance could excuse them.

The following correspondence has been handed to us for publication by the Secretary of the Chamber of Commerce.

Colonial Secretary's Office,
 11th June, 1887.

Sir,—In reply to your letter of the 1st inst., regarding the duration of the voyage of the *Chongking*, I beg to inform you that the duration of the voyage of the *Chongking*, as far as the Chamber of Commerce is concerned, is not a matter of importance, but it is a matter of importance to the Chamber of Commerce.

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and the surprise of the Governor was at once aroused, and every effort was made to calm the excitement of the people, and to bring it under control by restricting it to Canton. Accordingly, the Governor issued a proclamation, which was to be read in the public squares, and in which he declared that the Government would not allow the people to be misled by the Hong merchants, and that the Government would not allow the people to be misled by the Hong merchants.

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(b) Direct to Sydney or Melbourne via Torres Straits, not touching at Port Darwin this time, as the sea is so rough, and the weather so bad, that it is not safe to attempt it. The sea is so rough, and the weather so bad, that it is not safe to attempt it.

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